

Revision: 1
Date: 04/27/2009

**DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
WASHINGTON, D.C.**

For Part 91 Operations Only

MASTER MINIMUM EQUIPMENT LIST

**PIPER
PA-46-500TP**

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U.S. DEPARTMENT OF TRANSPORTATION

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Log of Revisions

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| ORIGINAL | 04/16/2002 | ORIGINAL | |
| 1 | 04/27/2009 | COVER PAGE, TABLE OF CONTENTS, | |
| 1 | 04/27/2009 | LOG OF REVISIONS, CONTROL PAGE, | |
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| 1 | 04/27/2009 | PREAMBLE, GUIDELINES (O) & (M), | |
| 1 | 04/27/2009 | 21-1, 22-1, 23-1, 24-1, 25-1, | |
| 1 | 04/27/2009 | 25-2, 25-3, 27-1, 30-1, 31-1, | |
| 1 | 04/27/2009 | 33-1, 34-1, 34-2, 34-3, 34-4, | |
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Control Page

| System | Page No. | Rev. No. | Current Date |
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| | V | 1 | 04/27/2009 |
| | VI | 1 | 04/27/2009 |
| | VII | 1 | 04/27/2009 |
| Definitions | VIII | 1 | 04/27/2009 |
| Preamble | IX | 1 | 07/05/1990 |
| Guidelines for (O) & (M) Procedures | X | 1 | 04/27/2009 |
| | XI | 1 | 04/27/2009 |
| | XII | 1 | 04/27/2009 |
| 21 | 21-1 | 1 | 04/27/2009 |
| | 21-2 | ORIGINAL | 04/16/2002 |
| 22 | 22-1 | 1 | 04/27/2009 |
| 23 | 23-1 | 1 | 04/27/2009 |
| 24 | 24-1 | 1 | 04/27/2009 |
| 25 | 25-1 | 1 | 04/27/2009 |
| | 25-2 | 1 | 04/27/2009 |
| | 25-3 | 1 | 04/27/2009 |
| 26 | 26-1 | ORIGINAL | 04/16/2002 |
| 27 | 27-1 | 1 | 04/27/2009 |
| 30 | 30-1 | 1 | 04/27/2009 |
| 31 | 31-1 | 1 | 04/27/2009 |
| 32 | 32-1 | ORIGINAL | 04/16/2002 |
| 33 | 33-1 | 1 | 04/27/2009 |
| 34 | 34-1 | 1 | 04/27/2009 |
| | 34-2 | 1 | 04/27/2009 |
| | 34-3 | 1 | 04/27/2009 |
| | 34-4 | 1 | 04/27/2009 |
| | 34-5 | 1 | 04/27/2009 |
| | 34-6 | 1 | 04/27/2009 |
| | 34-7 | 1 | 04/27/2009 |
| | 34-8 | 1 | 04/27/2009 |
| | 34-9 | 1 | 04/27/2009 |
| | 34-10 | 1 | 04/27/2009 |
| 35 | 35-1 | 1 | 04/27/2009 |
| 52 | 52-1 | 1 | 04/27/2009 |

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| HIGHLIGHTS OF CHANGE | | | |
| Cover Page | Updated to Revision 1 and MKC AEG Cover Page format revised. | | |
| Table Of Contents | Updated to incorporate Revision 1 changes. | | |
| Log Of Revisions | Updated to incorporate Revision 1 changes. | | |
| Control Page | Updated to incorporate Revision 1 changes. | | |
| Highlights Of Change | Updated to incorporate Revision 1 changes. | | |
| Definitions | Updated to require current Policy Letter (PL)-25 and PL-70 Definitions information for applicable portions of operator's MEL. | | |
| Preamble | Updated to require current Preamble information from PL-34, or PL-36 (for Part 91 only operations), to be included in operator's MEL. | | |
| Guidelines (O & M) | Updated to incorporate Revision 1 changes. | | |
| All ATA Pages | Revised "FAR" to "14 CFR" in the Remarks section of all affected ATA pages. | | |
| ATA 21-1 | System Item changed to "Air Conditioning System" and the word "Freon" removed. | | |
| ATA 21-7 | System Item changed from "Cabin Altimeter" to "Cabin Altitude Indicator". | | |
| ATA 21-9 | System Item changed from "Cabin Altitude Warning Indicator" to "Cabin Altitude Warning System" and proviso wording updated to standard phraseology. | | |
| ATA 22 | Chapter Item changed from "AUTO FLIGHT" to "AUTOPILOT" to reflect current FAA terminology. | | |
| ATA 22-1 | Autopilot relief updated in accordance with (IAW) applicable parts of PL-101. | | |
| ATA 22-3 | Autopilot Disconnect relief updated IAW PL-93. | | |

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| HIGHLIGHTS OF CHANGE | | | |
| ATA 23-1 | Communications System relief revised per manufacturer's request and Repair Category revised from "D" to "C". | | |
| ATA 23-2 | Remarks revised to improve clarification. | | |
| ATA 23-3 | Audio Amplifier relief retitled to Audio Panels and Remarks revised and expanded at request of manufacturer. | | |
| ATA 23-5 | ELT relief relocated from ATA 25-4 and updated IAW PL-120. | | |
| ATA 24 | Chapter title changed from ELECTRICAL POWER to ELECTRICAL to reflect current FAA terminology. | | |
| ATA 24-1 | System Item changed from "Standby Alternator" to "Alternator" and Remarks revised for clarification. | | |
| ATA 25-2 | Passenger Seat relief updated IAW PL-79. | | |
| ATA 25-3 | Passenger Convenience Items relief converted to Non-Essential Equipment and Furnishings relief IAW PL-116. | | |
| ATA 25-4 | ELT relief relocated to ATA 23-5 IAW PL-120. | | |
| ATA 25-5 | Emergency Medical Equipment relief updated IAW PL-73. | | |
| ATA 25-7 | Cargo Restraint Systems relief added IAW PL-100. | | |
| ATA 27-1 | NOTE 2 added to Electric Elevator Trim relief. | | |
| ATA 30-1 | Remarks revised and NOTE and (O) operations procedures requirement deleted from Pitot Heaters. | | |
| ATA 30-2 | Remarks for Stall Vane Heat revised. | | |
| ATA 30-5 | System Item revised to better clarify equipment and number installed revised to "variable". | | |
| ATA 30-6 | Revised System description for Surface De-Ice Annunciator Light. | | |
| ATA 31-1 | Remarks for Clock revised. | | |
| ATA 31-2 | Revised System description from Hourmeter to Flight Hour Recorder. | | |

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| HIGHLIGHTS OF CHANGE | | | |
| ATA 33-3 | Second proviso removed from "Remarks" section and number installed changed to "2". | | |
| ATA 33-4 | "****" removed from System Item; number installed changed to "2", and proviso updated. | | |
| ATA 33-5 | Landing Light relief added at the request of the manufacturer. | | |
| ATA 33-6 | Cockpit Dome Light relief added at the request of the manufacturer. | | |
| ATA 33-7 | Position Light relief added at the request of the manufacturer. | | |
| ATA 33-8 | Wing Ice Light relief added at the request of the manufacturer. | | |
| ATA 34 | System Items ATA 34-09 through ATA 34-18 were renumbered. | | |
| ATA 34-3 | System Item expanded to included specific equipment installation. | | |
| ATA 34-4 | Revised System title, Remarks, and added a "NOTE". | | |
| ATA 34-5 | System Item expanded to include specific equipment installation. | | |
| ATA 34-6 | Transponder relief updated IAW PL-76. | | |
| ATA 34-7 | Removed ADF from System Item. | | |
| ATA 34-8 | System Item revised to Flight Management System Navigation Databases and relief revised IAW PL-98. | | |
| ATA 34-9 | Added relief for Navigation Management System Navigation Databases IAW PL-98. | | |
| ATA 34-11 | Marker Beacon relief updated at the request of the manufacturer and NOTE added for clarification. | | |
| ATA 34-12 | Flight Director relief updated at the request of the manufacturer and NOTE added for clarification. | | |
| ATA 34-13 | "****" added under System Item for Radar Altimeter. | | |
| ATA 34-14 | DME relief revised IAW PL-03. | | |
| ATA 34-15 | "****" added under System Item for ADF. | | |
| ATA 34-16 | "****" added under System Item for RMI. | | |

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HIGHLIGHTS OF CHANGE

| | |
|-----------|---|
| ATA 34-17 | Altitude Alerter Pre-Select relief clarified and System Item expanded to include specific equipment installation. |
| ATA 34-19 | Relief added for Traffic Information Systems at the request of the manufacturer. |
| ATA 34-20 | Primary Flight Display relief added at the request of the manufacturer. |
| ATA 34-21 | Multifunction Flight Display relief added at the request of the manufacturer. |
| ATA 34-22 | Standby Attitude Indicator relief added IAW PL-111. |
| ATA 34-23 | Standby Airspeed Indicator relief added at the request of the manufacturer. |
| ATA 34-24 | Standby Altimeter relief added at the request of the manufacturer. |
| ATA 34-25 | Keypad relief added at the request of the manufacturer. |
| ATA 34-26 | Air Data Attitude and Heading Reference System relief added at the request of the manufacturer. |
| ATA 34-27 | Attitude Heading Reference Systems relief added at the request of the manufacturer. |
| ATA 34-28 | Air Data Computer relief added at the request of the manufacturer. |
| ATA 34-29 | Weather Datalink relief added at the request of the manufacturer. |
| ATA 34-30 | Flight Charts or Chartview relief added at the request of the manufacturer. |
| ATA 34-31 | Non-Stabilized Magnetic Compass relief added IAW PL-10. |
| ATA 34-32 | TCAS I relief added IAW PL-32. |
| ATA 34-33 | TCAS II relief added IAW PL-32. |
| ATA 34-34 | TAWS relief added IAW PL-54. |
| ATA 34-35 | Altitude Alerting System relief added IAW PL-39 and MKC-AEG policy. |
| ATA 52-1 | Door Warning Annunciator title expanded and Remarks reformatted. |
| ATA 52-2 | Main Cabin Door Seal relief expanded. |

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| DEFINITIONS | | |

The definitions must be inserted here in each Minimum Equipment List (MEL) from current FAA MMEL Policy Letter 25, entitled "Policy Concerning MMEL Definitions", and from current FAA MMEL Policy Letter 70, entitled "Definitions Required in MELs".

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| PREAMBLE | | |

The applicable Preamble must be inserted here in each Minimum Equipment List (MEL) from current FAA MMEL Policy Letter 34, entitled "MMEL and MEL PREAMBLE", or from FAA Policy Letter 36, entitled "FAR Part 91 MEL Approval & Preamble", for Part 91 MEL approvals.

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| Guidelines for (O) & (M) Procedures | | |

The FOEB has identified a need for certain procedures to provide an adequate level of safety while providing relief for the following items. These procedures must be established by the operator. The following guidelines are to help establish these required procedures:

| | | |
|--------|-----|---|
| 21-1 | (M) | Maintenance procedure to ensure no electrical or mechanical fault exists that could have an adverse effect on other systems. |
| 21-3 | (M) | Maintenance procedure to ensure the Safety Valve(s) and/or Outflow Valve(s) is/are secured in the OPEN position. |
| 21-4 | (M) | Maintenance procedure to ensure the Outflow Valve(s) and/or Safety Valve(s) is/are secured in the OPEN position. |
| 21-5 | (O) | Operations procedure to ensure the ECS Switch is OFF, Bleed Air Lever is OFF, and Dump Valve Switch is OPEN. |
| 22-1 | (O) | Operations procedure to ensure Autopilot System is not required for the intended flight. |
| | (M) | Maintenance procedure to ensure Altitude Alerter Preselect, or Altitude Alerting System is operative and no electrical or mechanical fault exists that could have an adverse effect on other systems. |
| 22-2 | (M) | Maintenance procedure to ensure no fault exists that could have an adverse effect on any Flight Control function. |
| 24-1 | (M) | Maintenance procedure to ensure no electrical or mechanical fault exists that could affect any other system. |
| 25-2-A | (M) | Maintenance procedure to ensure Seat is secured in the full UPRIGHT position. |
| 25-2-B | (M) | Maintenance procedure to ensure Seat is secured in the full UPRIGHT position if the Armrest is missing from a reclining Seat. |
| 27-1 | (O) | Operations procedure to ensure Manual Trim is operative and unaffected. |
| | (M) | Maintenance procedure to ensure that failure of Electric Trim will not interfere with operation of Manual Trim. |

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Guidelines for (O) & (M) Procedures

- | | | |
|-------|-----|---|
| 31-2 | (O) | Operations procedure to accurately record flight time. |
| 32-1 | (O) | Operations procedure for preventing movement of aircraft when stopped or parked. |
| 34-8 | (O) | Operations procedure to ensure current aeronautical charts are used, status of navigation facilities is verified, and approach Navigation Radios are manually tuned and identified. |
| 34-9 | (O) | Operations procedure to ensure current aeronautical charts are used, status of navigation facilities is verified, and approach Navigation Radios are manually tuned and identified. |
| 34-12 | (O) | Operations procedure to ensure Autopilot is not used when Flight Director is inoperative and approach procedures do not require its use. |
| 34-17 | (O) | Operations procedure to ensure alternate procedures are established and used. |
| 34-26 | (O) | Operations procedure to ensure aircraft is not operated in IFR or known or forecast icing conditions. |
| 34-27 | (O) | Operations procedure to ensure aircraft is not operated in IFR or known or forecast icing conditions. |
| 34-28 | (O) | Operations procedure to ensure aircraft is not operated in IFR or known or forecast icing conditions. |
| 34-30 | (O) | Operations procedure to ensure a paper copy of current approach and aeronautical charts for the intended flight are available. |
| 34-31 | (O) | Operations procedure to ensure any combination of three Gyro or INS (IRU) Stabilized Compass Systems are operative. |
| | (O) | Operations procedure to ensure two Gyro or Compass Systems operate normally and the airplane is operated with dual independent navigation capability. |
| | (O) | Operations procedure to ensure at least two Stabilized Directional Gyro Systems are installed and operate normally. |
| 34-32 | (M) | Maintenance procedure to ensure System is deactivated and SECURED. Applies to both provisos. |

Guidelines for (O) & (M) Procedures

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|-------------|-----|---|
| 34-33 | (M) | Maintenance procedure to ensure System is deactivated and SECURED. Applies to both provisos. |
| 34-33-B | (O) | Operations procedure to ensure TA Visual Display and Audio Functions are operative, TA ONLY Mode is selected by the crew, and enroute or approach procedures do not require use of the RA Display System. |
| 34-33-C | (O) | Operations procedure to ensure RA Visual Display and Audio Functions are operative, and enroute or approach procedures do not require use of the TA Display System. |
| 34-34-A-1 | (O) | Operations procedure to ensure alternate procedures are established and used. |
| 34-34-A-1-a | (O) | Operations procedure to ensure alternate procedures are established and used. |
| 34-34-A-1-d | (O) | Operations procedure to ensure alternate procedures are established and used. |
| | (O) | Operations procedure to ensure alternate procedures are established and used and Advisory Callouts are not required by 14 CFR. |
| 34-34-A-1-e | (O) | Operations procedure to ensure alternate procedures are established and used. |
| 34-34-B-1 | (O) | Operations procedure to ensure alternate procedures are established and used. |
| 34-35 | (O) | Operations procedure to ensure Autopilot with Altitude Hold is operative and enroute operations do not require use of the Altitude Alerting System. |
| 52-1 | (O) | Operations procedure to ensure proper engagement of the Door Latching Pins and visually inspect Cabin Door for proper CLOSED and LOCKED indications and to brief passengers. |

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| 1. SYSTEM, SEQUENCE NUMBERS & ITEM | | REPAIR CATEGORY | | | | |
| | | 2. NUMBER INSTALLED | | | | |
| | | 3. NUMBER REQUIRED FOR DISPATCH | | | | |
| | | 4. REMARKS AND EXCEPTIONS | | | | |
| 21 | AIR CONDITIONING | | | | | |
| 1. | Air Conditioning System | C | 1 | 0 | (M) | |
| 2. | Environmental Control System (ECS) | C | 1 | 0 | May be inoperative provided the flight is conducted UNPRESSURIZED. | |
| 3. | Safety Valve | C | 1 | 0 | (M) May be inoperative provided: a) The flight is conducted UNPRESSURIZED, and b) The Safety Valve and/or the Outflow Valve is secured OPEN. | |
| 4. | Outflow Valve | C | 1 | 0 | (M) May be inoperative provided: a) The flight is conducted UNPRESSURIZED and b) The Safety Valve and/or the Outflow Valve is secured OPEN. | |
| 5. | Pressurization Controller | C | 1 | 0 | (O) May be inoperative provided the flight is conducted UNPRESSURIZED. | |
| 6. | Cabin Differential Pressure Gauge | C | 1 | 0 | May be inoperative provided the flight is conducted UNPRESSURIZED. | |
| 7. | Cabin Altitude Indicator | C | 1 | 0 | May be inoperative provided the flight is conducted UNPRESSURIZED. | |
| 8. | Cabin Vertical Speed Indicator | C | 1 | 0 | May be inoperative provided the flight is conducted UNPRESSURIZED. | |
| 9. | Cabin Altitude Warning System | C | 1 | 0 | May be inoperative provided the flight is conducted at or below 10,000 feet MSL. | |

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| 1. SYSTEM, SEQUENCE NUMBERS & ITEM | | REPAIR CATEGORY | | | |
| | | 2. NUMBER INSTALLED | | | |
| | | 3. NUMBER REQUIRED FOR DISPATCH | | | |
| | | 4. REMARKS AND EXCEPTIONS | | | |
| 21 AIR CONDITIONING | | | | | |
| 10. Temperature Control System (Auto Mode) | | C | 1 | 0 | May be inoperative provided the Temperature Control System Manual Mode is OPERATIVE. |
| 11. Temperature Control System (Manual Mode) | | C | 1 | 0 | May be inoperative provided the Temperature Control System Auto Mode is OPERATIVE. |

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| 1. SYSTEM, SEQUENCE NUMBERS & ITEM | | REPAIR CATEGORY | | | |
| | | 2. NUMBER INSTALLED | | | |
| | | 3. NUMBER REQUIRED FOR DISPATCH | | | |
| | | 4. REMARKS AND EXCEPTIONS | | | |
| 22 AUTOPILOT | | | | | |
| 1. Autopilot System | | C | 1 | 0 | (O)(M) May be inoperative provided 14 CFR does not require its use. |
| 2. Yaw Damper | | C | 1 | 0 | (M) |
| 3. Autopilot Disconnect Switch (Quick Release Controls) | | C | 2 | 1 | Right side may be inoperative for single pilot operations provided: a) Autopilot is not used below 1,500 feet AGL, and b) Approach minimums do not require use of the Autopilot. |
| | | B | 2 | 0 | May be inoperative provided Autopilot is not used. |

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| 1. SYSTEM, SEQUENCE NUMBERS & ITEM | REPAIR CATEGORY | | | | | |
| | 2. NUMBER INSTALLED | | | | | |
| | 3. NUMBER REQUIRED FOR DISPATCH | | | | | |
| | 4. REMARKS AND EXCEPTIONS | | | | | |
| 23 COMMUNICATIONS | | | | | | |
| 1. Communications System (VHF) | C | 2 | 1 | COMM 2 may be inoperative provided it is not required by 14 CFR. | | |
| 2. Cockpit Speakers | C | 2 | 0 | May be inoperative provided an operative Headset is available to each required flight crewmember. | | |
| 3. Audio Panels | C | 1 | 0 | May be inoperative provided: a) An operative Headset is worn by the pilot, and b) The aircraft is not operated under IFR conditions. | | |
| | C | 2 | 0 | Left side Audio Panel may be inoperative provided: a) An operative Headset is worn by the pilot, and b) The aircraft is not operated under IFR conditions. | | |
| | | | | NOTE: Any Audio Panel functions that operate normally may be used. | | |
| 4. Control Wheel Press To Talk Switches | C | 2 | 0 | May be inoperative provided Hand Mike on affected side is OPERATIVE. | | |
| 5. Emergency Locator Transmitter (ELT) | | | | | | |
| A) Survival Type ELTs | D | - | - | Any in excess of those required by 14 CFR may be inoperative or missing. | | |
| B) Fixed ELTs | A | - | 0 | May be inoperative or missing provided repairs are made within 90 days. | | |
| | D | - | - | Any in excess of those required by 14 CFR may be inoperative or missing. | | |

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| 1. SYSTEM, SEQUENCE NUMBERS & ITEM | | REPAIR CATEGORY | | | |
| | | 2. NUMBER INSTALLED | | | |
| | | 3. NUMBER REQUIRED FOR DISPATCH | | | |
| | | 4. REMARKS AND EXCEPTIONS | | | |
| 24 ELECTRICAL | | | | | |
| 1. Alternator | | B | 1 | 0 | (M) May be inoperative provided: a) Aircraft is not operated in known or forecast icing conditions, b) Engine Driven Generator is OPERATIVE, and c) Aircraft is not operated under 14 CFR 135. |

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| 1. SYSTEM, SEQUENCE NUMBERS & ITEM | | REPAIR CATEGORY | | | |
|--|-----------------------------|---------------------------------|---|---|---|
| | | 2. NUMBER INSTALLED | | | |
| | | 3. NUMBER REQUIRED FOR DISPATCH | | | |
| | | 4. REMARKS AND EXCEPTIONS | | | |
| 25 | EQUIPMENT/ FURNISHINGS | | | | |
| 1. | Cockpit Shoulder Harness | C | - | - | Right side may be inoperative provided Seat remains unoccupied and flight does not require a Second In Command. |
| 2. | Passenger Seat(s) | D | - | - | May be inoperative provided: a) Seat does not block an Emergency Exit, b) Seat does not restrict any passenger from access to the Main Aircraft Aisle, and c) Affected Seat(s) are blocked and placarded "DO NOT OCCUPY". NOTE 1: A Seat with an inoperative Seat Belt is considered inoperative. NOTE 2: Affected Seat(s) may include the Seat(s) behind and/or adjacent outboard Seats. |
| A) | Recline Mechanism | D | - | - | (M) May be inoperative and Seat occupied provided Seat is secured in the UPRIGHT position. |
| | | D | - | - | May be inoperative and Seat occupied provided Seat Back is immovable in full UPRIGHT position. |
| (Continued) | | | | | |

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| 1. SYSTEM, SEQUENCE NUMBERS & ITEM | | REPAIR CATEGORY | | | |
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| 25 | EQUIPMENT/ FURNISHINGS | | | | |
| 2. | Passenger Seat(s) (Continued) | | | | |
| B) | Armrest | D | - | - | (M) May be inoperative or missing and Seat occupied provided: a) Armrest does not block an Emergency Exit, b) Armrest does not restrict any passenger from access to the Main Aircraft Aisle, and c) For an Armrest that is missing from a Seat with a Recline Mechanism, Seat is secured in the UPRIGHT position. |
| 3. *** | Non-Essential Equipment & Furnishings (NEF) | | - | 0 | May be inoperative, damaged, or missing provided that the item(s) is deferred in accordance with the operator's NEF deferral program. The NEF program, procedures, and processes are outlined in the operators (insert name) Manual. (M) and (O) procedures, if required, must be available to the flight crew and included in the operator's appropriate document. |
| 4. | ELT | | | | RELOCATED TO ATA 23-5, REVISION 1. |

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| 25 | EQUIPMENT/ FURNISHINGS | | | | |
| 5. | Emergency Medical Equipment | | | | |
| A) | Automatic External Defibrillator (AED) And/Or Associated Equipment | D | - | - | Any in excess of those required by 14 CFR may be incomplete, missing, or inoperative. |
| B) | Emergency Medical Kit (EMK) And/Or Associated Equipment | D | - | - | Any in excess of those required by 14 CFR may be incomplete, missing, or inoperative. |
| C) | First Aid Kit (FAK) And/Or Associated Equipment | D | - | - | Any in excess of those required by 14 CFR may be incomplete, missing, or inoperative. |
| 6. | Flotation Devices | D | - | - | Any in excess of those required by 14 CFR may be inoperative or missing. |
| 7. | Cargo Restraint Systems | C | - | - | May be inoperative or missing provided Cargo Compartment remains EMPTY. |

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| | | 4. REMARKS AND EXCEPTIONS | | | |
| 26 FIRE PROTECTION | | C | - | - | Any in excess of those required by 14 CFR may be inoperative or missing provided: a) The inoperative Fire Extinguisher is tagged INOPERATIVE, removed from the installed location and placed out of sight so it cannot be mistaken for a functional Unit, and b) Required distribution is maintained. |
| 1. Portable Fire Extinguisher | | | | | |

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| | | 4. REMARKS AND EXCEPTIONS | | | |
| 27 FLIGHT CONTROLS | | | | | |
| 1. Electric Elevator Trim | | C | 1 | 0 | (O)(M) May be inoperative provided: a) Manual Trim is operative and UNAFFECTED, and b) Autopilot is not used. NOTE 1: For some operations this may require a Second In Command. NOTE 2: Autopilot will be inoperative if Electric Trim is inoperative. (Garmin Installation) |

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| | | 4. REMARKS AND EXCEPTIONS | | | | |
| 30 | ICE & RAIN PROTECTION | | | | | |
| 1. | Pitot Heaters | B | 2 | 1 | Right Side may be inoperative for VFR Operations. | |
| 2. | Stall Vane Heat | C | 1 | 0 | May be inoperative provided aircraft is not operated into known or forecast icing conditions. | |
| 3. | Propeller Anti-Ice System | C | 1 | 0 | May be inoperative provided aircraft is not operated in known or forecast icing conditions. | |
| 4. | Surface Deicing System (Wing, Vertical And Horizontal Stabilizer) | C | 1 | 0 | May be inoperative provided aircraft is not operated in known or forecast icing conditions. | |
| 5. | Surface De-Ice Annunciator Light | C | - | 0 | May be inoperative provided aircraft is not operated in known or forecast icing conditions. | |
| 6. | Surface De-Ice Fail Indication | C | 1 | 0 | May be inoperative provided aircraft is not operated in known or forecast icing conditions. | |

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| | | 3. NUMBER REQUIRED FOR DISPATCH | | | |
| | | 4. REMARKS AND EXCEPTIONS | | | |
| 31 | INDICATING/ RECORDING SYSTEMS | | | | |
| 1. | Clock With Sweep Second Hand Or Electric Digital Clock | C | 1 | 0 | May be inoperative provided the aircraft is not operated in IFR conditions. |
| 2. | Flight Hour Recorder | C | 1 | 0 | (O) |
| *** | | | | | |

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| | | 3. NUMBER REQUIRED FOR DISPATCH | | | |
| | | 4. REMARKS AND EXCEPTIONS | | | |
| 32 LANDING GEAR | | | | | |
| 1. Parking Brake | | C | 1 | 0 | (O) |

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| | | 3. NUMBER REQUIRED FOR DISPATCH | | | |
| | | 4. REMARKS AND EXCEPTIONS | | | |
| 33 LIGHTS | | | | | |
| 1. Cockpit/ Flight Deck/ Flight Compartment And Instrument Lighting System | C | - | - | Individual Lights may be inoperative provided remaining Lights are: a) Sufficient to clearly illuminate all required instruments, controls, and other devices for which it is provided, b) Positioned so that direct rays are shielded from flight crewmembers eyes, and c) Lighting configuration and intensity is acceptable to the flight crew. | |
| 2. Cabin Lights | C | - | - | May be inoperative provided lighting configuration at dispatch is acceptable to the flight crew. | |
| 3. Taxi/Recognition Lights | C | 2 | 0 | May be inoperative for day operations. | |
| 4. Pulse Light | C | 2 | 0 | May be inoperative provided: a) Normal Taxi Light function is not impaired, and b) Pulse Lights are turned OFF. | |
| 5. Landing Light | C | 1 | 0 | May be inoperative provided aircraft is not operated at night. | |
| 6. Cockpit Dome Light | C | 2 | 1 | Right side may be inoperative provided flight is not conducted at night when a second in command is required. | |
| 7. Position Lights | C | 4 | 0 | May be inoperative provided aircraft is not operated at night. | |
| 8. Wing Ice Light | C | 1 | 0 | May be inoperative provided aircraft is not operated at night in known or forecast icing conditions. | |

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| | | 4. REMARKS AND EXCEPTIONS | | | | |
| 34 NAVIGATION | | | | | | |
| 1. Altimeters, Adjustable For Barometric Pressure | | B | 2 | 1 | May be inoperative on right side provided the Standby Pneumatic Altimeter is installed and operating properly. | |
| 2. Airspeed Indicators | | B | 2 | 1 | May be inoperative on right side provided the Standby Pneumatic Airspeed Indicator is installed and operating properly. | |
| 3. Electronic Attitude Director Indicator (EADI) (Meggitt Equipped Aircraft Only) | | B | 2 | 1 | May be inoperative on right side provided the Standby Attitude Gyro is installed and operating properly. | |
| 4. Rate Of Turn Indicator | | B | - | 0 | May be inoperative provided Standby Attitude Gyro is installed and operating properly. NOTE: Autopilot may not be operative. | |
| 5. Electronic Horizontal Situation Indicator (EHSI) (Meggitt Equipped Aircraft Only) | | B | 2 | 1 | May be inoperative on right side provided the aircraft is not operated in IFR or known or forecast icing conditions. | |
| 6. ATC Transponders And Automatic Altitude Reporting Systems | | B | - | 0 | May be inoperative provided: a) Operations do not require its use, and b) Prior to flight, approval is obtained from ATC facilities having jurisdiction over the planned route of flight. | |
| | | D | - | 1 | Any in excess of those required by 14 CFR may be inoperative. | |
| (Continued) | | | | | | |

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| | | 4. REMARKS AND EXCEPTIONS | | | |
| 34 NAVIGATION | | | | | |
| 6. ATC Transponders And Automatic Altitude Reporting Systems (Continued) | | | | | |
| A) Elementary And Enhanced Downlink Aircraft Reportable Parameters Not Required By FAR | | A | - | 0 | May be inoperative provided: a) Operations do not require its use, and b) Repairs are made prior to completion of the scheduled maintenance visit. |
| 7. Navigation Equipment (VOR/ILS, GPS, RNAV) | | C | - | - | As required by 14 CFR. |
| 8. Flight Management System Navigation Databases | | C | - | - | (O) May be out of currency provided: a) Current aeronautical charts are used to verify navigation fixes prior to dispatch, b) Procedures are established and used to verify status and suitability of navigation facilities used to define route of flight, and c) Approach navigation radios are manually tuned and identified. |
| 9. Navigation Management System Navigation Databases | | C | - | - | (O) May be out of currency provided: a) Current aeronautical charts are used to verify navigation fixes prior to dispatch, b) Procedures are established and used to verify status and suitability of navigation facilities used to define route of flight, and c) Approach navigation radios are manually tuned and identified. |

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1. SYSTEM, SEQUENCE NUMBERS & ITEM

REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS AND EXCEPTIONS

| | | | | | | |
|------------|---|---|---|---|--|--|
| 34 | NAVIGATION | | | | | |
| 10. | Weather Radar/ Thunderstorm Detection Equipment | D | 1 | 0 | Any in excess of those required by 14 CFR may be inoperative. | |
| 11. | Marker Beacon | C | - | 0 | May be inoperative provided approach procedures do not require its use. NOTE: For two Marker Beacon (Audio Panel) installations, the left side must be operative when approach procedures require its use. | |
| 12. | Flight Director | C | 2 | 0 | (O) May be inoperative provided the Autopilot is not being used. NOTE: Left side must be operative if approach procedures require its use. | |
| 13. *** | Radar Altimeter | C | 1 | 0 | | |
| 14. | Distance Measuring Equipment (DME) Systems | D | - | - | Any in excess of those required by 14 CFR may be inoperative. | |
| 15. *** | Automatic Direction Finder (ADF) | D | 1 | 0 | As required by 14 CFR. | |
| 16. *** | Radio Magnetic Indicator (RMI) | C | 1 | 0 | | |

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| | | | | | 4. REMARKS AND EXCEPTIONS | |
| 34 | NAVIGATION | | | | | |
| 17. | Altitude Alerter Pre-Select (Meggitt Equipped Aircraft Only) | B | 1 | 0 | (O) May be inoperative provided alternate procedures are established and used. | |
| 18. | Traffic Collision Avoidance Device (TCAD) | C | 1 | 0 | | |
| 19 | Traffic Information Systems | | | | | |
| A) | Traffic Information Service (TIS) | C | 1 | 0 | | |
| B) | Traffic Advisory System (TAS) | C | 1 | 0 | | |
| 20. | Primary Flight Display (PFD) (Avidyne or Garmin Equipped Aircraft) | B | 2 | 1 | Right side may be inoperative provided aircraft is not operated in IFR or known or forecast icing conditions. | |
| 21. | Multifunction Flight Display (MFD) (Garmin Equipped Aircraft Only) | B | 1 | 0 | May be inoperative provided aircraft is not operated in IFR or known or forecast icing conditions. | |
| 22. | Standby Attitude Indicator | C | - | 0 | May be inoperative provided it is not required by 14 CFR. | |
| | | B | - | 0 | May be inoperative provided: a) Operations are conducted in Day VMC only, and b) Operations are not conducted into known or forecast over-the-top conditions. | |

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| | | 4. REMARKS AND EXCEPTIONS | | | | |
| | | | | | | |
| 34 NAVIGATION | | | | | | |
| 23. Standby Airspeed Indicator | C | 1 | 0 | May be inoperative provided the aircraft is not operated in IFR or known or forecast icing conditions. | | |
| 24. Standby Altimeter | C | 1 | 0 | May be inoperative provided the aircraft is not operated in IFR or known or forecast icing conditions. | | |
| 25. Keypad | B | 1 | 0 | May be inoperative provided the aircraft is not operated in IFR or known or forecast icing conditions. | | |
| 26. Air Data Attitude And Heading Reference System (ADAHRS) (Meggitt or Avidyne Equipped Aircraft) | C | 2 | 1 | (O) One may be inoperative provided the aircraft is not operated in IFR or known or forecast icing conditions. NOTE: Autopilot System may not be available. | | |
| 27. Attitude Heading Reference Systems (AHRS) (Garmin Equipped Aircraft Only) | C | 2 | 1 | (O) One may be inoperative provided the aircraft is not operated in IFR or known or forecast icing conditions. NOTE: Autopilot System may not be available. | | |
| 28. Air Data Computer (ADC) (Garmin Equipped Aircraft Only) | C | 2 | 1 | (O) One may be inoperative provided the aircraft is not operated in IFR or known or forecast icing conditions. | | |
| 29. Weather Datalink (Garmin Equipped Aircraft Only) | C | 1 | 0 | | | |
| 30. Flight Charts or Chartview (Garmin Equipped Aircraft Only) | C | 1 | 0 | (O) | | |

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| | | 4. REMARKS AND EXCEPTIONS | | | |
| 34 NAVIGATION | | | | | |
| 31. Non-Stabilized Magnetic Compass | B | 1 | 0 | (O) May be inoperative provided any combination of three Gyro or INS (IRU) Stabilized Compass Systems are operative. | |
| | B | 1 | 0 | (O) May be inoperative provided: a) Any combination of two Gyro or INS Stabilized Compass Systems are operative, and b) Aircraft is operated with Dual Independent Navigation Capability and under Positive Radar Control by ATC on the enroute portion of the flight. | |
| | B | 1 | 0 | (O) May be inoperative for flights that are entirely within areas of magnetic unreliability provided at least two Stabilized Directional Gyro Systems are installed, operative, and used in conjunction with approved Free Gyro Navigation Techniques. | |
| 32. Traffic Alert And Collision Avoidance System (TCAS I) | B | - | 0 | (M) May be inoperative provided: a) System is deactivated and SECURED, and b) Enroute or approach procedures do not require its use. | |
| | C | - | 0 | (M) May be inoperative provided: a) Not required by 14 CFR, b) System is deactivated and SECURED, and c) Enroute or approach procedures do not require its use. | |

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| | 4. REMARKS AND EXCEPTIONS | | | | | |
| 34 NAVIGATION | | | | | | |
| 33. *** Traffic Alert Collision Avoidance System (TCAS II) | B | - | 0 | (M) May be inoperative provided: a) System is deactivated and secured, and b) Enroute or approach procedures do not require its use. | | |
| | C | - | 0 | (M) May be inoperative provided: a) System is not required by 14 CFR, b) System is deactivated and secured, and c) Enroute or approach procedures do not require its use. | | |
| A) Combined Traffic Alert (TA) And Resolution Advisory (RA) Dual Display | C | 2 | 1 | One may be inoperative on the non-flying pilot side provided: a) TA and RA Visual Display is operative on flying pilot side, and b) TA and RA Audio Function is operative on flying pilot side. | | |
| B) Resolution Advisory (RA) Display System(s) | C | 2 | 1 | May be inoperative on non-flying pilot side. | | |
| | C | - | 0 | (O) May be inoperative provided: a) Traffic Alert (TA) Visual Display and Audio Functions are operative, b) TA ONLY Mode is selected by the crew, and c) Enroute or approach procedures do not require its use. | | |
| (Continued) | | | | | | |

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| | 4. REMARKS AND EXCEPTIONS | | | | | |
| 34 NAVIGATION | | | | | | |
| 33. *** Traffic Alert Collision Avoidance System (TCAS II) (Continued) | | | | | | |
| C) Traffic Alert Display System(s) | C | - | 0 | (O) May be inoperative provided: a) RA Visual Display and Audio Functions are operative, and b) Enroute or approach procedures do not require its use. | | |
| D) Audio Functions | B | 1 | 0 | May be inoperative provided enroute or approach procedures do not require use of TCAS. | | |
| E) *** Airspace Selection Function | C | - | 0 | | | |
| 34. *** Terrain Awareness And Warning System (TAWS) | | | | | | |
| A) Class B TAWS Equipment Required | | | | | | |
| 1) Ground Proximity Warning System (GPWS) | A | 1 | 0 | (O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within two flight days. | | |
| a) Modes 1 & 3 | A | 2 | 0 | (O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within two flight days. | | |
| | | | | (Continued) | | |

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| 34 NAVIGATION | | | | | | |
| A) Class B TAWS Equipment Required (Continued) | | | | | | |
| 1) Ground Proximity Warning System (GPWS) (Continued) | | | | | | |
| b) Test Mode | | A | 1 | 0 | May be inoperative provided: a) GPWS is considered inoperative, and b) Repairs are made within two flight days. | |
| c) Modes 2, 4 & 5 *** | | C | 3 | 0 | | |
| d) Advisory Callouts | | B | - | 0 | (O) May be inoperative provided alternate procedures are established and used. | |
| | | C | - | 0 | (O) May be inoperative provided: a) Advisory Callouts are not required by 14 CFR, and b) Alternate procedures are established and used. | |
| e) Windshear Mode *** (Reactive) | | C | 1 | 0 | (O) May be inoperative provided alternate procedures are established and used. | |
| 2) Terrain System- Forward Looking Terrain Avoidance (FLTA) And Premature Descent Alert (PDA) Functions | | B | 1 | 0 | | |
| (Continued) | | | | | | |

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| 34 | NAVIGATION | | | | | |
| A) | Class B TAWS Equipment Required (Continued) | | | | | |
| 3) *** | Terrain Displays | C | - | 0 | | |
| 4) *** | Runway Awareness & Advisory System (RAAS) | C | 1 | 0 | | |
| B) | Class C TAWS Equipment | | | | | |
| 1) *** | TAWS/GPWS | C | 1 | 0 | (O) May be inoperative provided alternate procedures are established and used. | |
| | | | | | NOTE: Any Mode that operates normally may be used. | |
| 35. | Altitude Alerting System | A | - | 0 | (O) May be inoperative provided: a) Autopilot with Altitude Hold is operative, b) Enroute operations do not require its use, and c) Repairs are made within three flight days. | |
| | | C | - | 0 | May be inoperative provided it is not required by 14 CFR. | |
| | | | | | NOTE: RVSM is affected. | |

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| U.S. DEPARTMENT OF TRANSPORTATION | | | | MASTER MINIMUM EQUIPMENT LIST | |
| FEDERAL AVIATION ADMINISTRATION | | | | | |
| AIRCRAFT: PA-46-500TP | | REVISION NO: 1 DATE: 04/27/2009 | | PAGE NO: 35-1 | |
| 1. SYSTEM, SEQUENCE NUMBERS & ITEM | | REPAIR CATEGORY | | | |
| | | 2. NUMBER INSTALLED | | | |
| | | 3. NUMBER REQUIRED FOR DISPATCH | | | |
| | | 4. REMARKS AND EXCEPTIONS | | | |
| 35 OXYGEN | | | | | |
| 1. Oxygen System (Passenger) | | D | 1 | 0 | As required by 14 CFR. |

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| FEDERAL AVIATION ADMINISTRATION | | | | | | |
| AIRCRAFT: PA-46-500TP | | REVISION NO: 1 DATE: 04/27/2009 | | PAGE NO: 52-1 | | |
| 1. SYSTEM, SEQUENCE NUMBERS & ITEM | | REPAIR CATEGORY | | | | |
| | | 2. NUMBER INSTALLED | | | | |
| | | 3. NUMBER REQUIRED FOR DISPATCH | | | | |
| | | 4. REMARKS AND EXCEPTIONS | | | | |
| 52 DOORS | | | | | | |
| 1. Door Ajar Warning Annunciator | | B | 1 | 0 | (O) May be inoperative provided: a) Pilot confirms by visual inspection that the Passenger Cabin Entrance Door is latched and SECURED in the CLOSED position, b) Door is not reopened again prior to departure, and c) Passengers are briefed prior to departure to remain seated with their Seat Belts fastened. | |
| 2. Main Cabin Door Seal | | C | 1 | 0 | May be inoperative provided: a) Aircraft is operated UNPRESSURIZED, and b) Seal does not interfere with Door operation. | |